Amendments to the Specification

In the Detailed Description of the Preferred Embodiments section of the application, replace paragraph [0018] with the following new paragraph [0018]:

[0018]   The brake-application energy level values of the tractor vehicle and of the trailer vehicle are then determined from the ALV and the brake-application energy reference value kappa. It will be appreciated that, in connection with such determination, the brake-application energy reference value and the axle-load ratio can be applied in linear or in affine relationships.

Also, in the Detailed Description of the Preferred Embodiments section of the application, replace paragraph [0030] with the following paragraphs [0030] and [0030.1]:

[0030]   Fig. 8 is a graphical representation of the relationship between the BDN-Z of the tractor vehicle and the ALV., and

[0030.1]   FIG. 9 is a simplified, partial schematic diagram of a conventional tractor-trailer vehicle combination equipped with an EBS and including an EBS control unit and means for determining actual deceleration, a brake pedal (including a signal transmitter for desired brake values), brake actuators (front and rear axle), wheel speed sensors and axle load sensors.

Additionally, in the Detailed Description of the Preferred Embodiments section of the application, replace paragraph [0032] with the following paragraphs [0032] and [0032.1]:

[0032]   In a subsequent step J2, a brake-application energy reference value (kappa) is determined. The vehicle deceleration control function determines kappa from a comparison of the set deceleration value Z_{set} with actual deceleration value Z_{actual}. Vehicle dynamics data such as, for example, engine power and transmission ratio for the vehicle combination, as well as the mass of the vehicle combination can be data inputs on which the determination of the brake-application energy reference value is based (see FIG. 1b).

[0032.1]   The step of determining the brake-application energy reference value can include filtering the brake-application energy reference value (see step J1a, FIG. 1c). As will be appreciated by those of ordinary skill in the art, the vehicle EBS control unit 10 (see FIG. 9) has the capability to effect such filtering.

Further, in the Detailed Description of the Preferred Embodiments section of the application, after paragraph [0077] and before the Claims, insert the following paragraph:

FIG. 9 is a simplified schematic diagram depicting a conventional tractor-trailer vehicle combination (partial view) equipped with an EBS and including an EBS control unit 10 and means for determining actual deceleration 20, a brake pedal 30, including a signal transmitter for desired brake values 40, brake actuators 50, 60 for the front and rear axles, respectively, wheel speed sensors 70, 80 and axle load sensors 90, 100.

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